

PAVEMENTS OF HARD WOOD.

*AUSTRALIA GREATLY PLEASED WITH THEM.

AN ELABORATE REPORT MADE TO THE PHILADELPHIA CITY COUNCILS.

From The Philadelphia Ledger.

The report on street pavements of Australian hard wood prepared by the Philadelphia Commer-

cial Museum sent to City Councils recently, is a very comprehensive review of the subject, and is the work of the officers of the Department of Public Works, and the officials of Australian cities. The report indicates that pavements of blocks of native hard wood, care of which is a serious problem, are used in Australia much superior to pavements of stone, brick or asphalt. Up to the present time the form of the blocks has been of the rectangular type, and has been one of roughly cut blocks, loosely laid on a soft foundation. This pavement has been very popular in the smaller cities, but in the larger cities, nearly all of the larger cities, but the form of wood paving treated of by the Commercial Museum's report, is a new type of block, which is made of a carefully cut by machinery to a uniform size, and is closely laid on a foundation of concrete.

are now using it more than any other form of pavement, and at least one city, Sydney, has discarded all other forms in favor of the hardwood system.

During the last ten years a number of experiments have been made with this pavement in European cities, but the blocks have not ~~been~~ down for a sufficient length of time to arrive at a very definite estimate of their durability. In the United States there is but one example of a street paved with Australian hardwood, namely, Twentieth-st., between Broadway and Fifth-ave., New York City. This stretch of pavement was laid about two years

The wood used in greatest quantities for hardwood pavements has been taken from the *Acacia* species. It is of interest to note that nearly all of the several species of this wood are heavier than water, and have a density of from 1.1 to 1.2. The cost of laying hardwood pavements in Sydney, Australia, is from \$12 to \$25 per square yard. From 1904 to 1914 the cost of the wood used was not far from that of asphalt, the price of which averages in the United States about \$3 a cubic yard.

In Australia the maximum life of a well-laid hardwood pavement has been estimated at 25 years. This estimate includes the possibility of taking up the blocks at intervals of about fifteen years and running them through a planer and resurfacing them with a uniform "size". Sample blocks taken from some of the busiest streets in Sydney, at the request of the Philippine Bureau of Roads, are shown in the photograph on the next page. They are from a quarter to one-third of an inch in ten or twelve

Sydney has a population of about 450,000, and the traffic of the streets is exceedingly heavy. There are now fourteen miles of hardwood paving in Sydney, including the principal streets, and these under heavy traffic. The report gives full particulars as to the method of laying the blocks, treating

Some of the advantages claimed for the hardwood pavement are the reduction of noise to minimum; while it is a little greater than on the best asphalt street, it is at most of a slight rumbling nature. The slight elasticity of the wood breaks the shock

caused by wheels striking an elevation or dropping from it, and this elasticity, too, is an enormous saving to horseflesh. Wood pavements reflect less heat than any solid pavement. The expansion and contraction of the fibers of the wood is very close; very slight; the fibers do not contract or expand caused by wet or dry weather.

EASIER FOR LOADED TRUCKS.

One other important advantage of hardwood pavements is touched upon by Colonel George W. Bell, United States Consul at Sydney, who speaks of the ponderous loads hauled through the streets of the city by one, two or more horses. Colonel

Bell says that he is satisfied that a given quantity of hard wood will last fully 8 per cent more than on the best asphalt street. In order to arrive at a more impartial opinion than would be obtained from any business houses interested in hardwood timber, the following questions were addressed to the Australian colonies:—
 1. Does the report contain the replies to a series of inquiries sent to the city surveyors of Sydney, Melbourne, Adelaide, Perth, and Brisbane?
 2. Does the report contain the names of persons who declared that the hard woods of Australia are superior for street paving to any other materials. The report also contains a list of the principal cities in which the woods are used for pavements, and the opinion of their officials as to its durability. These

The block of Australian wood paving in New-York City is being cleaned by George Waring, recently appointed chief of the Street-Cleaning Department, in many ways like asphalt. It is as clean a material as is used in New-York. Under certain conditions it is slippery, but Colonel Waring says that it is of the quality and in the condition of sanding to make it satisfactory. The unanimous opinion of the tenants on the properties adjoining the block paved with hard wood in New-York seems to be that it is

profits of the cement business. It is not possible to do any work in the winter weather to be desirable for heavy traffic. It should be mentioned, however, that the frequent sanding regarded as necessary in Australia and New Zealand is not required in certain amount of grit may work into the surface of the wood, has not been properly attended to in the past. The cost of the repair discourses some length the probable cost of Australian hardwood paving in the States. The cost of the material is the same as is used at present, and the conclusion is reached that the first cost would not greatly exceed that of the States. When the cost of the material is taken into consideration, the cost of the material in the States would be considerable, it is pointed out that labor in the United States is more efficient than in Australia. The cost of the material is the same as is used at present, and the conclusion is reached that the first cost would not greatly exceed that of the States. When the cost of the material is taken into consideration, the cost of the material in the States would be considerable, it is pointed out that labor in the United States is more efficient than in Australia. The cost of the material is the same as is used at present, and the conclusion is reached that the first cost would not greatly exceed that of the States. When the cost of the material is taken into consideration, the cost of the material in the States would be considerable, it is pointed out that labor in the United States is more efficient than in Australia.

A RECENT VISIT OF AN INSPECTOR WHO INTRODUCED A NEW SYSTEM.

From The Seattle Post-Intelligencer.

After travelling five thousand miles through the interior of Alaska, establishing seven new post-offices on the Yukon River and six others on the coast and in Southeastern Alaska, Postoffice Inspector John P. Clum, who went north from Seattle last March to reorganize the United States postal services in the interior, has returned to this city. He was one of the passengers on the City of Topeka, which arrived from Juneau last night.

Since leaving Seattle Inspector Clum has travelled and made a number of reports on the postal performance

of his duties. Over one thousand miles of the distance was made on the Upper Yukon in a motor launch. The trip was made in the company of a young man twenty years of age.

Inspector Clum describes in an interesting manner the conditions in the Yukon Territory and the postal service of the Nation. He has awakened to the fact that the conditions in Alaska consequent upon the discovery of the gold have been so changed that the Government has never been equipped. To meet these conditions Inspector Clum was sent into the New Territory, where he remained for a year and a half, and was then given to one man in the service before he was sent to the Klondike.

In the years preceding the discovery of the Klondike, the Government had sent out a number of men in the summer of the Government to allot about three years to the establishment of a postoffice on the Yukon. The Government had sent out a number of men to send in his application. The next summer he

would receive his appointment, with the understanding that it would be returned to him in order to receive his commission. Some time in the third summer the postmaster's commission was returned to him by the postmaster of the Department, who, the new postmaster would have been eaten up by bears, died of old age, or had been killed in a war. The postmaster was not brilliantly successful.

But Inspector Clum checked all that. In one way or another he got him to Alaska quickly and got him out for the establishment of postoffices. Besides postoffice supplies, such as stamps, he got him all the things he needed, such as his dating and cancelling stamps, key with mail sacks and a dozen or one thing or another. The only thing that was missing in his outfit were blank bonds and commissions for the postmasters. These Inspector Clum was given by the Department.

Inspector Clum was not a man to let a thing go without with no one to say him nay. His was the entire authority usually exercised by the President.

[illegible]

From Linman down to Circle City the canoe was their home. In twenty-four days they made the journey of nearly 1,000 miles, stopping twice at Dawson. It was a trip full of interest and peril, but was accomplished without accident to their little craft.

At Circle City the work of establishing offices began. Eagle City was the first, at the mouth of Mission Creek, one hundred miles below Dawson. Next followed Star at the mouth of Seventy-Mile, and then the city of Linman, 100 miles farther down. At this point the canoe was abandoned, and the inspector took passage on the steamer Seattle No. 1. From this point on the progress was by boat.

There was enough for the inspector

to do his work. No time was wasted. The officers established in their order, were at Fort Yukon, Rampart City, Tanana, at the mouth of the Tanana River, Koryukuk, at the mouth of the stream of the same name and Anvik, at the mouth of the Anvik River. The trip from Circle City took only nine days, and forty hours were spent on a sandbar.

Judge—You say the defendant turned and whistled to the dog. But followed?

Intelligent Witness—The dog.—(Cleveland Plain Dealer.